

**SUPPLEMENTAL ENVIRONMENTAL ASSESSMENT OF THE
AMBULATORY CARE CENTER
AT
JOINT BASE ANDREWS-NAVAL AIR FACILITY
WASHINGTON, MARYLAND**



**PREPARED FOR:
11 CES/CEA
3466 NORTH CAROLINA AVENUE
ANDREWS AFB, MD 20762-4803**

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Abbreviations and Acronyms

11 CES/CEA	11th Civil Engineer Squadron/Asset Management Flight	NAVFAC	Naval Facilities Engineering Command
11 WG	11th Wing	NCR	National Capital Region
316 WG	316th Wing	NEPA	National Environmental Policy Act
79 MDW	79th Medical Wing	NPDES	National Pollutant Discharge Elimination System
ACC	Ambulatory Care Center	SWPPP	Stormwater Pollution Prevention Plan
AFB	Air Force Base	U.S.C.	United States Code
AFCEE	Air Force Center for Engineering and the Environment	USAF	U.S. Air Force
AFDW	Air Force District of Washington		
AFI	Air Force Instruction		
AFPD	Air Force Policy Directive		
BMP	Best Management Practices		
BRAC	Base Realignment and Closure		
CEQ	Council on Environmental Quality		
CFR	Code of Federal Regulations		
EA	Environmental Assessment		
EIAP	Environmental Impact Analysis Process		
EIS	Environmental Impact Statement		
EISA	Energy Independence and Security Act		
EO	Executive Order		
FONSI	Finding of No Significant Impact		
IDEA	Installation Development Environmental Assessment		
IICEP	Interagency and Intergovernmental Coordination for Environmental Planning		
LEED	Leadership in Energy and Environmental Design		
MGMC	Malcolm Grow Medical Center		

FINDING OF NO SIGNIFICANT IMPACT

SUPPLEMENTAL ENVIRONMENTAL ASSESSMENT FOR THE PROPOSED CONSTRUCTION OF AN AMBULATORY CARE CENTER AT JOINT BASE ANDREWS-NAVAL AIR FACILITY WASHINGTON, MARYLAND

INTRODUCTION

The Proposed Action and the No Action Alternative were assessed in the attached Supplemental Environmental Assessment (EA). A Supplemental EA has been prepared to evaluate the Proposed Action and the No Action Alternative. Resources considered in the impact analysis include cultural resources, water resources, infrastructure, and sustainability. This Supplemental EA examines the potential impacts on the environment from the Proposed Action, which was not specifically addressed in the Installation Development Environmental Assessment (IDEA), but is consistent with the assessed installation development actions. In accordance with the Council on Environmental Quality (CEQ) regulations on implementing the National Environmental Policy Act (NEPA), this Supplemental EA for the construction of the ACC and redevelopment of the medical campus will be “tiered” to the approved *Installation Development Environmental Assessment at Andrews Air Force Base, Maryland, February 2008*.

PURPOSE OF AND NEED FOR THE PROPOSED ACTION

The purpose of the Proposed Action is to support the current and future demand of health services of Joint Base Andrews-Naval Air Facility Washington’s (“Andrews”) personnel and other health care providers within the National Capital Region (NCR). Current medical facilities at Malcolm Grow Medical Center (MGMC) cannot support delivery of integrated care to meet the needs of all eligible beneficiaries in the NCR. Nor can the MGMC serve as a military medical portal for patients arriving in the NCR from both within the United States and overseas. The proposed Ambulatory Care Center (ACC), as part of the redeveloped medical campus, will serve as an outpatient center with ambulatory care services in the NCR. The new ACC would also support health care training programs in the NCR. The Proposed Action is consistent with the current mission of Andrews and the Air Force District of Washington (AFDW).

DESCRIPTION OF THE PROPOSED ACTION

Under the Proposed Action, Andrews will redevelop the medical campus by constructing a 3-story free-standing Ambulatory Care Center (ACC) to replace the existing out-dated facilities. The consolidated ACC would include Medical Clinics, Ambulatory Treatment Areas, Emergency Department, Logistical Command, and other support spaces. Construction of the ACC will be on property presently used as parking lots to the north of the existing MGMC on Andrews. Once construction of the new ACC is complete, the existing MGMC and its supporting outbuildings will be demolished.

NO ACTION ALTERNATIVE

Under the No Action Alternative, the ACC would not be built and Andrews would have inadequate medical facility space, energy inefficient buildings, and would not meet the current mission. There would be no change from existing infrastructure or environmental conditions at Andrews.

ALTERNATIVES CONSIDERED BUT ELIMINATED FROM FURTHER CONSIDERATION

As part of the NEPA process, reasonable alternatives to the Proposed Action must be considered. Four alternative locations were considered for the proposed ACC. These alternatives were deemed infeasible and eliminated from further consideration. Criteria considered include proximity to existing support facilities, current and proposed land use, site vacancy, ease of access for patients within the NCR (on and off-base), and consistency with the base strategic plan.

North of Building 1058. A location that was considered but later eliminated was the area directly north of Building 1058. This location was removed from consideration since it required the relocation of Buildings 1075, 1063, and 1061 and might require temporary shuttle service for parking.

Near Building 1684. Another possible location was the site near the existing base commissary, Building 1684. This location was eliminated because it does not fit with the current base strategic plan, and would trigger additional suitability studies and likely impacts to other programs. The location also would not allow offsite access for veteran affairs operations.

Near Tyler Road. A location near Tyler Road, in the northeast corner of base was considered. The site is currently vacant but isolated from other primary commercial and community facilities. Additionally, the site falls within the 75 to 79 decibel noise contour from aircraft operations. Since hospitals are prohibited in this noise zone, the site was eliminated from further consideration.

West of Virginia Gate. The area west of Virginia Gate is currently vacant but is isolated from other primary commercial and community facilities and might negatively impact future transportation systems once the Town Center is constructed. This alternate location was therefore eliminated from further consideration.

ENVIRONMENTAL IMPACTS OF THE PROPOSED ACTION

Analysis performed in the EA addressed potential effects on cultural resources, water resources, infrastructure, and sustainability. The analysis indicates that implementing the Proposed Action would have no significant direct, indirect, or cumulative effects on the quality of the natural or human environment.

PUBLIC REVIEW AND INTERAGENCY COORDINATION

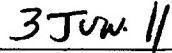
Federal, state, and local agencies listed in Appendix A of the Supplemental EA were contacted for comment on the Proposed Action. Agency comments were included in the analysis. Based on the provisions set forth in the Proposed Action, all activities were found to comply with the criteria or standards of environmental quality and coordinated with the appropriate federal, state, and local agencies. A draft of this FONSI was made available to the public. Additionally, copies of the draft FONSI were forwarded to federal, state, and local agencies for review and comment.

FINDING OF NO SIGNIFICANT IMPACT

After review of the Supplemental EA prepared in accordance with the requirements of NEPA, CEQ regulations, and Environmental Impact Analysis Process (EIAP), 32 Code of Federal Regulations 989, as amended, I have determined that the Proposed Action would not have a significant impact on the quality of the human or natural environment and, therefore, an Environmental Impact Statement is not required. This decision has been made after taking into account all submitted information, and considering a full range of practicable alternatives that would meet project requirements and are within the legal authority of the USAF.



LEE K. DEPALO, Colonel, USAF
Vice Commander, 11th Wing



Date

COVER SHEET

SUPPLEMENTAL ENVIRONMENTAL ASSESSMENT OF THE AMBULATORY CARE CENTER AT JOINT BASE ANDREWS-NAVAL AIR FACILITY WASHINGTON, MARYLAND

Responsible Agencies: U.S. Air Force Office of the Surgeon General, Air Force District of Washington (AFDW), Air Force Center for Engineering and the Environment (AFCEE), Naval Facilities Engineering Command (NAVFAC) Washington, and the 11th Wing (11 WG), Joint Base Andrews-Naval Air Facility Washington, Maryland.

Proposed Action: Under the Proposed Action, Joint Base Andrews-Naval Air Facility Washington, Maryland (Andrews) would redevelop the medical campus by constructing a 3-story free-standing Ambulatory Care Center (ACC) to replace the existing out-dated facilities. The consolidated ACC would include Medical Clinics, Ambulatory Treatment Areas, Emergency Department, Logistical Command, and other support spaces. Construction of the ACC would be on property presently used as parking lots to the north of the existing Malcolm Grow Medical Center (MGMC) on Andrews. Once construction of the new ACC is complete, the existing MGMC and its supporting outbuildings would be demolished.

Report Designation: Supplemental Environmental Assessment (EA).

Written comments and inquiries regarding this document should be directed to: Ms. Anne Hodges, 11 CES/CEAO, 3466 North Carolina Avenue, Andrews AFB, MD 20762-4803.

Abstract: The purpose of the Proposed Action is to support the current and future demand of health services of Andrews's personnel and other health care providers within the National Capital Region (NCR). Current medical facilities at MGMC cannot support delivery of integrated care to meet the needs of all eligible beneficiaries in the NCR. Nor can the MGMC serve as a military medical portal for patients arriving in the NCR from both within the United States and overseas. This Supplemental EA is tiered to the approved *Installation Development Environmental Assessment at Andrews Air Force Base, Maryland, February 2008*.

Under the No Action Alternative, the ACC would not be built and Andrews would have inadequate medical facility space, energy inefficient buildings, and would not meet the current mission. There would be no change from existing infrastructure or environmental conditions at Andrews.

A Supplemental EA has been prepared to evaluate the Proposed Action and the No Action Alternative. Resources that will be considered in the impact analysis are cultural resources, water resources, infrastructure, and sustainability. The Draft Supplemental EA was made available to the public upon completion.

**SUPPLEMENTAL ENVIRONMENTAL ASSESSMENT OF THE
AMBULATORY CARE CENTER AT**

JOINT BASE ANDREWS-NAVAL AIR FACILITY WASHINGTON, MARYLAND

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1. Purpose and Need for Proposed Action

1.1 Introduction

Implementation of the 2005 Base Realignment and Closure (BRAC) Commission recommendations included construction of a community hospital at Fort Belvoir, VA and an expanded Walter Reed National Military Medical Center at Bethesda, MD. In an effort to consolidate medical resources within the National Capital Region (NCR), the BRAC commission also recommended the cessation of inpatient operations at the Malcolm Grow Medical Center (MGMC) in 2011 at Joint Base Andrews-Naval Air Facility Washington (Andrews). The mission change to “convert the hospital to a clinic with an ambulatory surgery center” was included in the 2005 Final Report to the President (<http://www.brac.gov/finalreport.html>). This mission change at MGMC is complete and the facility no longer provides inpatient services. As an outpatient clinic with ambulatory surgery center, the number of personnel directly related to the medical campus at Andrews decreased from approximately 1450 to approximately 1145 full-time employees and staff. With the departure of the inpatient mission complete, Andrews is presently undertaking an effort to redevelop the on-base medical campus by constructing a facility that is better suited to accommodate outpatient services.

It is important to note that the environmental impacts of the implementation of the 2005 BRAC law at Andrews were assessed in the *Final Environmental Assessment for Fiscal Year 07-11 BRAC Construction Requirements at Andrews Air Force Base, Maryland* (BRAC 2007). Specifically, the BRAC Environmental Assessment (EA) addressed the overall increase in personnel at Andrews resulting from the BRAC law, as well as the movement of employees from the disestablishment of the inpatient mission at the 79th Medical Wing (79 MDW) (BRAC 2007). Redevelopment of the medical campus at Andrews was not evaluated in the EA because the details had not yet been determined. The proposed redevelopment of the medical campus would not change the nature of operations or usage patterns at Andrews.

1.2 Purpose and Need for the Proposed Action

The purpose of the Proposed Action is to support the current and future demands for health service delivery at Andrews and through associated health care providers in the National Capital Region (NCR). Current medical facilities at MGMC cannot support delivery of integrated care to meet the needs of all eligible beneficiaries in the NCR. Nor can the MGMC serve as a military medical portal for patients arriving in the NCR from both within the United States and overseas. The proposed Ambulatory Care Center (ACC), as part of the redeveloped medical campus, would serve as an outpatient center with ambulatory care services within the NCR. Use of the ACC is limited to military beneficiaries to include active duty and retired service members, reserve component members on active duty under federal orders, and eligible military dependents. The new ACC would also support health care training programs in the NCR. The Proposed Action is consistent with the current mission of Andrews and the Air Force District of Washington (AFDW).

1.3 Location of the Proposed Action

Andrews is five miles southeast of Washington, D.C. in southern Prince George’s County, MD (Figure 1-1). The base occupies 4,390 acres abutting Interstate 495, between MD Route 4 (Pennsylvania Avenue) and MD Route 5 (Branch Avenue). The Patuxent River is approximately seven miles east of the base. The communities of Morningside, Woodyard, Clinton, and Camp Springs, Maryland border Andrews to the north; east, south, and west, respectively. Surrounding land use consists of residential, industrial, commercial, and institutional areas, as well as woodlands. The total population living and working on Andrews, including partner units, is approximately 16,697 persons (AAFB 2010).



Figure 1-1. Joint Base Andrews-Naval Air Facility Washington, MD Vicinity Map

1.4 Background

Construction of the airfield that was to become Andrews began in 1942. The base became operational in May 1943 as the Camp Springs Army Airfield. The name was changed to Andrews Field in 1945. When the U.S. Air Force (USAF) became a separate service in 1947, the base was renamed Andrews Air Force Base (AFB). The base serves as a travel and support center for the President of the United States and other distinguished federal and foreign civilian and military dignitaries. On January 5, 2005, the USAF reactivated the AFDW as the single USAF voice for planning and implementing USAF and joint solutions within the NCR. The reactivation of the AFDW brought with it significant changes to Andrews AFB. On May 12, 2006, the 89th Medical Group at Andrews AFB and the 11th Medical Group, Bolling AFB, Washington, D.C., combined into the 79 MDW where it established its Headquarters at Andrews AFB. In June 2006, the 316th Wing (316 WG) stood up under the command of AFDW as the new host unit for Andrews AFB and its nearly 50 tenant units to include organizations from the Air Force Reserve, Air National Guard, Civil Air Patrol, U.S. Army, and the U.S. Navy. The activation of the 316 WG prompted the transfer of the 1st Helicopter Squadron from the 89th Airlift Wing to the 316th Operations Group. In May of 2007, the AFDW, as well as the 844th Communications Group, transferred from Bolling AFB to Andrews. On October 1, 2009, Andrews AFB became Joint Base Andrews- Naval Air Facility Washington, Maryland (Andrews), and finally, on October 1, 2010, the 316 WG's designation changed to the 11th Wing (11 WG) (AAFB 2011).

On February 14, 2008, USAF Vice Commander, 316 WG, signed a Finding of No Significant Impact (FONSI) for the Installation Development Environmental Assessment (IDEA) at Andrews. The IDEA evaluated the environmental impacts of numerous activities that would be completed or implemented at Andrews in the following five years. These activities include base development projects contained in the Andrews Strategic Plan and all existing approved development and management plans for the base. This Supplemental EA examines the potential impacts on the environment from the Proposed Action, which was not specifically addressed in the IDEA, but is consistent with the assessed base development actions. In accordance with the Council on Environmental Quality (CEQ) regulations on implementing the National Environmental Policy Act (NEPA), this Supplemental EA for the construction of the ACC and redevelopment of the medical campus will be “tiered” to the *Installation Development Environmental Assessment at Andrews Air Force Base, Maryland, February 2008*, which is incorporated herein by reference (IDEA 2008).

Tiering is one of the methods described by CEQ to help streamline the NEPA process, and reduce paperwork and delay. The CEQ regulations define tiering as “the coverage of general matters in broader Environmental Impact Statements (such as national program or policy statements) with subsequent narrower statements or environmental analyses (such as regional or basinwide program statements or ultimately site-specific statements) incorporating by reference the general discussions and concentrating solely on the issues specific to the statement subsequently prepared” (Title 40 Code of Federal Regulations [CFR] Part 1508.28).

1.5 Summary of Key Environmental Compliance Requirements

1.5.1 National Environmental Policy Act

NEPA (42 United States Code [U.S.C.] Section 4321-4347) is a federal statute requiring the identification and analysis of potential environmental impacts of proposed federal actions before those actions are taken. NEPA mandated a structured approach to environmental impact analysis that requires federal agencies to use an interdisciplinary and systematic approach in their decision-making process. This process evaluates potential environmental consequences associated with a proposed action and considers alternative courses of action. The intent of NEPA is to protect, restore, or enhance the environment through well-informed federal decisions.

Air Force Policy Directive (AFPD) 32-70, Environmental Quality, states that the USAF will comply with applicable federal, state, and local environmental laws and regulations, including NEPA. The USAF's implementing regulation for NEPA is *The Environmental Impact Analysis Process (EIAP)*, 32 CFR 989, as amended.

This Supplemental EA analyzes the Proposed Action and the No Action Alternative. If the analyses presented in the Supplemental EA indicate that implementation of the Proposed Action would not result in significant environmental impacts, a FONSI will be prepared. A FONSI briefly presents reasons why a Proposed Action would not have a significant effect on the human environment. If significant environmental issues are identified that cannot be mitigated to insignificance, an Environmental Impact Statement (EIS) would be prepared, or the Proposed Action would be abandoned and no action would be taken.

1.5.2 Integration of Other Environmental Statutes and Regulations

To comply with NEPA, the planning and decision-making process for actions proposed by federal agencies involves a study of other relevant environmental statutes and regulations. The NEPA process, however, does not replace procedural or substantive requirements of other environmental statutes and regulations. It addresses them collectively in the form of an EA or EIS, which enables the decision-maker to have a comprehensive view of major environmental issues and requirements associated with the Proposed Action. According to CEQ regulations, the requirements of NEPA must be integrated "with other planning and environmental review procedures required by law or by agency so that all such procedures run concurrently rather than consecutively."

1.6 Public Involvement

The Intergovernmental Coordination Act and EO 12372, *Intergovernmental Review of Federal Programs*, require federal agencies to cooperate with and consider state and local views in implementing a federal proposal. Air Force Instruction (AFI) 32-7060 requires AFDW to implement a process known as Interagency and Intergovernmental Coordination for Environmental Planning (IICEP), which is used for the purpose of agency coordination and implements scoping requirements. Through the IICEP process, Andrews notifies relevant federal, state, and local agencies; and the surrounding communities of the action proposed and provides them sufficient time to make known their environmental concerns specific to the action.

1.7 Introduction to the Organization of this Document

This Supplemental EA is organized into seven sections.

- Section 1 contains the purpose of and need for the Proposed Action, the location of the Proposed Action, background information on Andrews, a description of interagency coordination and community involvement, and an introduction to the organization of the Supplemental EA.
- Section 2 provides a detailed description of the Proposed Action a description of the No Action Alternative, a description of the decision to be made, and identification of the preferred alternative.
- Section 3 contains a general description of the biophysical resources and baseline conditions that could potentially be affected by the Proposed Action or the No Action Alternative, and it presents an analysis of the environmental consequences.
- Section 4 analyzes the potential cumulative impacts on Andrews.
- Section 5 lists the preparers of the EA, and

- Section 6 lists the sources of information used in the preparation of the document.

Appendix A includes the IICEP distribution list, a copy of the IICEP letter mailed to the agencies for this action, and agency and public comments on the Draft Supplemental EA. A snapshot of trip generation changes from the BRAC-related mission change to an outpatient facility only is included in Appendix B.

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2. Description of Proposed Action and Alternatives

2.1 Detailed Description of the Proposed Action

Under the Proposed Action, Andrews would redevelop the medical campus by constructing an ACC to replace the existing, out-dated facilities. The proposed redevelopment of the medical campus would not change the number of personnel, nature of medical operations, or usage patterns at Andrews. The ACC would be a consolidated building consisting of a service center, specialty care center, ambulance shelter, and a building connector (Figure 2-1). Elements of the project include new construction, demolition of existing structures and renovation of Building 1058, utility work, and landscaping.

Construction and demolition of the existing structures would occur in several phases and would include temporary modular buildings at a location south of the project site. The ACC would be constructed on property presently used as three large surface parking lots to the north of the existing MGMC. Ten existing buildings (412,654 square feet) on the site would be demolished to make room for the 344,542 square-foot ACC. The buildings proposed for demolition include the main MGMC, six connected support buildings and three unconnected free standing buildings (Buildings 1049, 1050, 1051, 1052, 1053, 1055, 1056, 1057, 1061, 1063, and 1075). Built in 2004, Building 1058 (15,656 square feet), will



Figure 2-1. Proposed Ambulatory Care Center Site Plan at Andrews

be integrated into the new ACC. Site demolition would include parking lots, roadways, underground utilities and drainage areas. Figure 2-2 shows the existing medical campus and proposed project site. The Proposed Action would provide a total 1,327 parking places for staff, patient and visitors, including accessible spaces. The main access to the ACC would be from West Perimeter Road through a reconfigured MGMC loop road. Waste and trash would be collected in dumpsters located near the service entrance on the east side of the facility and would be screened from public view by the Central Energy Building. Recyclable waste of paper, plastic, glass and aluminum would also be collected in this area. Existing on-base fire, rescue and security services would be extended to cover the new facility. The new facility is not expected to cause additional impact to off-base utilities or public services.

There would be no change in the amount of employees on Andrews resulting from the Proposed Action, nor would the number of patients coming to the base increase beyond current usage. Employees currently assigned to the medical campus would be relocated from their existing stations to the new ACC. Approximately 1,145 full time employees would serve approximately 1,100 patients per day at the ACC (Schuler 2011). Use of the ACC is limited to military beneficiaries to include active duty and retired service members, reserve component members on active duty under federal orders, and eligible military dependents.



Figure 2-2. Current Medical Campus at Andrews, March 2011

The majority of the ACC would be open only during normal business hours five days a week. Certain departments such as Emergency, Radiology and Laboratory would be open 24 hour a day, seven days a week, although after normal business hours, they would operate with reduced staff.

The proposed ACC would be a multistory reinforced concrete and structural steel building, designed in accordance with EO 13514, “*Federal Leadership in Environmental, Energy, and Economic Performance*,” the Energy Independence and Security Act (EISA) of 2007, and with the current version of the “*Maryland Stormwater Management Guidelines for State & Federal Projects*. ” The ACC would be designed for Leadership in Energy and Environmental Design (LEED) Silver Certification, as mandated by USAF.

2.2 Alternatives Considered but Not Carried Forward

As part of the NEPA process, reasonable alternatives to the Proposed Action must be considered. The development of reasonable alternatives involved discussions with Andrews and tenant personnel to identify the purpose and need of the Proposed Action, alternative courses of action, designs, locations, and management practices for achieving the purpose and need. Consistent with the intent of NEPA, this screening process focused on identifying a range of reasonable project-specific alternatives and, from that, developing proposed actions that could be implemented in the foreseeable future. Management alternatives deemed infeasible were not analyzed further.

Four alternative locations were considered for the proposed ACC. These alternatives were deemed infeasible and eliminated from further consideration. Criteria considered include proximity to existing support facilities, current and proposed land use, site vacancy, ease of access for patients within the NCR (on and off-base), and consistency with the base 2008 Strategic Plan.

2.2.1 Alternative Locations Considered for the Proposed Action

North of Building 1058. A location that was considered but later eliminated was the area directly north of Building 1058. This location was removed from consideration since it required the relocation of Buildings 1075, 1063, and 1061 and might require temporary shuttle service for parking.

Near Building 1684. Another possible location was the site near the existing base commissary, Building 1684. This location was eliminated because it does not fit with the current base strategic plan, and would trigger additional suitability studies and likely impacts to other programs. The location also would not allow offsite access for veteran affairs operations.

Near Tyler Road. A location near Tyler Road, in the northeast corner of base was considered. The site is currently vacant but isolated from other primary commercial and community facilities. Additionally, the site falls within the 75 to 79 decibel noise contour from aircraft operations. Since hospitals are prohibited in this noise zone, the site was eliminated from further consideration.

West of Virginia Gate. The area west of Virginia Gate is currently vacant but is isolated from other primary commercial and community facilities and might negatively impact future transportation systems once the Town Center is constructed. This alternate location was therefore eliminated from further consideration.

2.3 No Action Alternative

Under the No Action Alternative, there would be no change from existing conditions at Andrews. The 79 MDW would continue to use the MGMC. The No Action Alternative would not meet the USAF mission and medical needs of its personnel, dependents, and veterans within the NCR. However, inclusion of the

No Action Alternative is prescribed by the CEQ regulations and, therefore, will be carried forward for further analysis in the Supplemental EA.

2.4 Decision to be Made and Identification of Preferred Alternative

Andrews would make one of the following decisions:

- Implement the Proposed Action
- Not implement the Proposed Action (No Action Alternative)

Based on the primary criteria of finding a location that best fits with the base 2008 Strategic Plan, proximity to existing support facilities, site vacancy, current and proposed land use, and ease of access for patients within the NCR (on and off-base), Andrews determined the Proposed Action to be the best available location. Therefore, the Preferred Alternative is the implementation of the Proposed Action as selected by Andrews.

3. Environmental Effects

Section 3 describes the biophysical resources and baseline conditions that could potentially be affected by the Proposed Action or the No Action Alternative. This section also presents an analysis of the environmental consequences. In compliance with NEPA, CEQ regulations, and 32 CFR Part 989, as amended, the description of the affected environment focuses on those resources and conditions potentially affected by the Proposed Action. This Supplemental EA examines potential, site-specific effects of the Proposed Action on four resources; cultural resources, water resources, infrastructure, and sustainability. These resource areas were identified as being potentially affected by the Proposed Action, and include applicable critical elements of the human environment whose review is mandated by EO, regulation, or policy.

Other resource areas (noise, land use, air quality, safety, geological resources, biological resources, socioeconomics and environmental justice, and hazardous materials and waste) potentially affected by the Proposed Action were found to be sufficiently described and evaluated in the approved IDEA. The Proposed Action would not impact these other resource areas and therefore not analyzed further.

Under the Proposed Action, Andrews would redevelop the medical campus by constructing an ACC to replace the existing, out-dated facilities. The proposed redevelopment of the medical campus would not change the number of personnel, nature of medical operations, or usage patterns at Andrews. All of the construction and demolition impacts will be temporary and similar to those described in the IDEA.

3.1 Cultural Resources

Cultural resources are historic districts, sites, buildings, structures, or objects considered important to a culture, subculture, or community for scientific, traditional, religious, or other purposes. They include archaeological resources, historic architectural and engineering resources, and traditional resources. The medical campus at Andrews does not contain any known archaeological resources, sites or features. There are no Native American tribes or ancestral claims located adjacent or within the project area. Therefore, archeological and tribal resources will not be analyzed further in the Supplemental EA.

3.1.1 Existing Conditions

For the purpose of this Supplemental EA, the “Area of Potential Effect” for cultural resources for the Proposed Action is limited to the construction footprint of each proposed project (see Figure 2-1). In 2009, Andrews prepared an *Integrated Cultural Resources Management Plan* to help fulfill the USAF’s responsibilities under Sections 106 and 110 of the National Historic Preservation Act, as amended (AAFB 2010).

3.1.2 Environmental Consequences

Two buildings that would be demolished under the Proposed Action are over 50 years old (Buildings 1050 and 1075). Per Section 106 of the National Historic Preservation Act consultation (see consultation letter in Appendix A), the Maryland Historic Trust determined that there are no historic properties affected by the Proposed Action. Therefore, no impacts to cultural resources are expected to result from implementation of the Proposed Action.

3.2 Water Resources

Water resources include groundwater, surface water, floodplains, and wastewater and stormwater systems. Evaluation identifies the quantity and quality of the resource and the demand on the resource for

potable, irrigation, and industrial purposes. Groundwater, floodplains, and wastewater should not be impacted from the Proposed Action and will not be analyzed in the Supplemental EA.

Well engineered stormwater systems reduce amounts of sediments and other contaminants that would otherwise flow directly into surface waters. Areas with higher proportions of impervious surfaces, such as urban areas, require more stormwater management.

3.2.1 Existing Conditions

Stormwater at Andrews is conveyed through oil/water separators and storm lines within industrial areas of Andrews and through swales and ditches in other areas of the base. All surface runoff is ultimately conveyed to a network of primarily underground culverts and is discharged from eight major storm-drain outfalls. Stormwater is eventually discharged into Henson Creek, Meetinghouse Branch, and Payne Branch to the west; Cabin Creek and Charles Branch to the east; and Piscataway Creek to the southeast. All of these streams ultimately flow into the Potomac or Patuxent Rivers (AAFB 2010).

To manage on-base stormwater runoff and protect the quality of surface water on and in the vicinity of the base, Andrews has been issued two general National Pollutant Discharge Elimination System (NPDES) permits: (1) Multi-Sector General Permit for Stormwater Associated with Industrial Activities; and (2) NPDES General Permit for Storm Water Discharges from state and federal Small Municipal Separate Storm Sewer Systems. In order to comply with the requirements of these permits, Andrews has prepared and implemented a Stormwater Pollution Prevention Plan (SWPPP) that includes water quality monitoring requirements and Best Management Practices (BMPs) to minimize the potential for contaminants to reach nearby surface waters (AAFB 2010).

3.2.2 Environmental Consequences

The implementation of the Proposed Action would result in a net decrease of impervious surface. This would positively affect the stormwater drainage system since it would reduce the quantity of runoff that requires control and treatment. The Proposed new ACC, parking garage, and parking lots would integrate low-impact stormwater management features and bioretention devices. Specific management features such as detention basins and infiltration structures would be selected during the project design phases in accordance with the SWPPP (IDEA 2008). Long-term direct beneficial effects would be expected from the demolition of the existing facilities and construction of the ACC. The redevelopment of ten buildings (totaling 412,654 square feet in size) into the 344,542 square-foot ACC would allow for more green space and pervious surfaces in a developed area. Similarly, the design of the four-story parking garage would result in less stormwater impact than the existing parking lots, which the garage will replace.

Temporary, direct, minor adverse effects from stormwater volume and reduced quality would occur during construction and demolition activities associate with the Proposed Action. However, these adverse effects would be limited to the immediate area of construction and would subside at the end of construction and demolition activities. The Proposed Action would comply with Maryland's regulatory program for sediment and erosion control at construction sites, which requires employing erosion control BMPs at all sites with disturbances of greater than 5000 square feet. Erosion and sedimentation controls would be in place during construction to reduce and control siltation or erosion impacts on areas outside of the construction site. Construction activities would require the use of water for dust suppression. The volume of water to be used for dust control would be minimal and no runoff would be expected to result for this process.

The Andrews SWPPP indentifies control measures and BMPs to reduce sediment transfer and soil erosion (AAFB 2010). Adherence to these requirements minimizes degradation of receiving waters and adjacent environments. Additional requirements for management of stormwater runoff are provided in *Maryland*

Stormwater Management Guidelines for State & Federal Projects, and specific methods are provided in the *2000 Maryland Stormwater Design Manual* or the most current version. During final design of structures and landscaping of the Proposed Action, a stormwater management plan would be developed and submitted to Maryland Department of the Environment, and state concurrence sought before implementation of the Proposed Action. Project design and construction would meet all appropriate federal and state stormwater regulations and EISA 2007 (AAFB 2011).

Implementation of the Proposed Action would have very little impact on peak discharge of Meetinghouse Branch, which eventually flows downstream into the Patuxent River. The new ACC would reduce the area of impervious surfaces that could affect downstream water quality. Adherence to proper engineering practices and applicable codes and ordinances would reduce storm water runoff-related impacts to a level of insignificance.

3.3 Infrastructure

Infrastructure refers to the system of public works, such as transportation and utilities, which provides the underlying framework for a community. Transportation systems, for this Supplemental EA, refer to roadway systems, mass transit, and the movement or circulation of vehicles.

Construction of the ACC and associated renovation and demolition activities might have temporary minor direct adverse effects on infrastructure (utilities [electrical power, natural gas, and water supply], solid waste, and sanitary systems). Temporary disruption to the utility systems could occur during tie-in to the supply line. It is not a part of the Proposed Action to increase personnel numbers, therefore the minimal increases in demand on the infrastructure could occur during construction would be temporary.

The ACC is not expected to cause additional impact to off-base utilities or public services. Operations of the ACC would not generate additional waste from what is currently generated at the existing MGMC and other medical facilities and no effects on solid waste are anticipated. When possible, energy conservation fixtures and LEED Silver Certification design would be used, decreasing overall energy consumption. Specifications for proposed construction and USAF regulations prohibit the use of asbestos containing materials or lead-based paint for new construction. Construction contractors would be responsible for the management of hazardous materials and wastes in accordance with federal and state laws and regulations. It is anticipated that the quantity of hazardous waste generated from proposed construction activities would be negligible. Accordingly, further analysis of infrastructure, solid waste, and sanitary systems has been omitted from this Supplemental EA.

3.3.1 Existing Conditions

Andrews is southeast of the Capital Beltway (I-95/I-495) which carries traffic around Washington, DC. State Routes 4 and 5 connect Andrews with Washington, D.C. The closest stop for the area's rapid transit (Metrorail) is located approximately 1.3 miles from the base at the Branch Avenue station. Local bus service is available at the Main Gate and Virginia Gate. An on-base shuttle currently stops at MGMC and other areas commonly frequented by on-base employees (Figure 3-1). Andrews has approximately 101 miles of paved roads. Perimeter Road is the only primary roadway connecting the two sides of Andrews. This two-lane undivided road makes an 8.4-mile loop around the base. Despite queuing issues around the gates and signalized intersections, Andrews has a very low accident rate due to adequate sight distance and road signage (IDEA 2008).

Six gates provide varying degrees of access to and from Andrews. These include the Main, Pearl Harbor, Virginia, North, Maryland, and West Gates. The primary access for Andrews is provided through the Main Gate. This gate is open 24 hours and is available for use by government employees, residents, and visitors. The Pearl Harbor Gate provides access for construction and privately owned vehicles. The

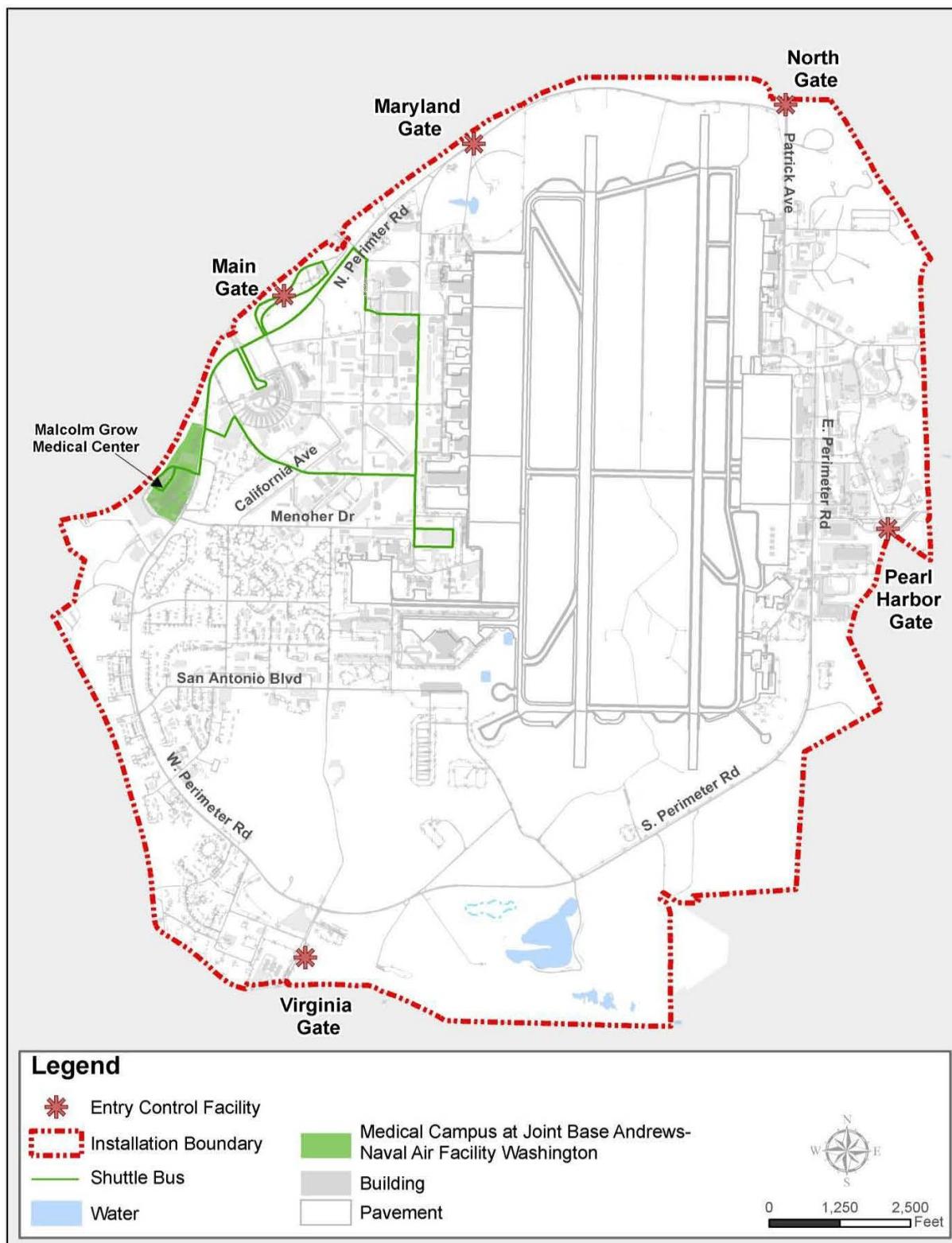


Figure 3-1. On-base Shuttle and Transportation System at Andrews

Virginia and North Gates provide access for government employees and base residents during restricted hours. The Maryland Gate is limited to special access only. The West Gate is not currently open to traffic but may be utilized as a pedestrian gate in the future. The Main Gate and West Gate are closest to the medical campus on Andrews (AAFB 2010).

BRAC-related impacts to traffic, parking, and transportation were evaluated in the approved 2007 BRAC EA, which included the change in mission from the former inpatient hospital to an outpatient facility. Table B-1 shows the annual number of weekday trips to and from the medical campus. In 2009, Andrews designed a Transportation Management Plan which focused primarily on intersections and roadway corridors and proposed short-term and long-term transportation improvements to improve traffic flow and roadway safety. The purpose of this plan was to assess vehicular and pedestrian travel, parking conditions, and transit services and to identify transportation needs for future mission changes (TMP 2009).

3.3.2 Environmental Consequences

Implementation of the Proposed Action would require the delivery of materials and the removal of debris from construction and demolition sites. Construction traffic would comprise a small percentage of the total existing traffic and would use Pearl Harbor Gate to access Andrews. Many of the vehicles would be driven to and kept on-site for the duration of the project, resulting in relatively few additional trips. To minimize these impacts, the contractor would provide adequate off-street parking for all construction workers to avoid increased congestion near roadsides; and encourage construction workers to carpool to the site. Increases in traffic volume associated with construction and demolition activities of the Proposed Action would be temporary; therefore no long-term direct adverse impact on the transportation system is anticipated.

The ACC would continue to be part of the on-base shuttle system and within walking distance from medical facilities and on-base housing. The proposed redevelopment of the medical campus would not change the existing number of personnel, nature of medical operations, or usage patterns (including traffic and parking) at Andrews. Operation of the ACC would not result in an increase in personnel at Andrews nor add trips to the base roadway network, since the change in mission was mandated by the BRAC law. Overall, the proposed construction and operation of the ACC would have negligible impacts on traffic at Andrews.

3.4 Sustainability

Sustainable design principles in architecture and engineering can increase life and reduce operational costs of buildings. In accordance with EO 13423, *Strengthening Federal Environmental, Energy, and Transportation Management*, AFDW would incorporate sustainability and greening practices by minimizing waste during construction, recycling materials, and purchasing items produced from recycled materials. EO 13423 also requires federal agencies to implement sustainable practices for a variety of water-, energy-, and transportation-related activities. EO 13514, *Federal Leadership in Environmental, Energy and Economic Performance*, makes reducing greenhouse gas emissions a priority of the federal government. EO 13514 requires the Air Force to develop sustainability plans focused on cost-effective projects and programs to increase energy efficiency, reduce fleet petroleum consumption, conserve water, reduce waste, support sustainable communities, and leverage purchasing power to promote environmentally responsible products and technologies. As part of the strategic base plan, sustainable building and greenhouse-gas-reducing concepts would be incorporated into the engineering design process when possible.

3.4.1 Existing Conditions

The architectural compatibility guidelines at Andrews, approved in July 2009, serve as a tool to guide the planning and design of facilities to achieve a sense of design and orderly development across the entire base. In addition, the plan establishes an Architectural Review Board to implement these guidelines (AAFB 2010). The MGMC, Building 1050 (built in 1958) is out-dated and has inefficient infrastructure. The demolition of outdated and obsolete facilities is an important aspect of the base strategic plan to achieve excellence in its facilities and improve the quality of life for assigned personnel.

3.4.2 Environmental Consequences

Implementation of the Proposed Action would have long-term positive effects on sustainability at Andrews. Redevelopment of the out-dated facilities with a modern and more functional ACC adheres to the base's mission to develop new infrastructure that meets federal sustainability and greening goals and practices. The construction of a new ACC would meet LEED Silver standard designation and would meet or exceed the intent of EO 13514. The project intends to meet the requirements of the Energy Policy Act 2005, EISA 2007, and EO 13423 and 13514. To the extent possible, the construction projects would be implemented using sustainable design concepts. Requirements for Energy Star rated products and green products in accordance with EO 13423 would be incorporated into the specifications of the project. In addition to using the LEED rating system and mandating a Silver Certification rating, the Proposed Action would evaluate technologies and features such as green or reflective roofs; rainwater harvesting; alternative Heating, Ventilation, and Air Conditioning systems; and alternative lighting technologies to help achieve the LEED Silver Certification rating and meet the requirements of EO 13514.

3.5 No Action Alternative

Under the No Action Alternative, the Proposed Action would not be implemented and existing conditions would remain as-is. If the No Action Alternative were carried forward, there would be no benefit from the reduced amount of impervious surfaces or the more energy efficient buildings resulting from construction of the ACC. Transportation systems and cultural resources would not be affected by the No Action Alternative. The existing MGMC and associated out-dated medical buildings would be used for outpatient services within the NCR. The No Action Alternative would not follow the base design for energy efficient facilities and would reduce the overall organization and effectiveness of medical operations at Andrews.

4. Cumulative and Adverse Impacts

Cumulative impacts on environmental resources result from incremental effects of proposed actions, when combined with other past, present, and reasonably foreseeable future projects in the area. Cumulative impacts can result from individually minor, but collectively substantial, actions undertaken over time by various agencies (federal, state, and local) or individuals. Informed decision-making is served by consideration of cumulative impacts resulting from projects that are proposed, under construction, recently completed, or anticipated to be implemented in the reasonably foreseeable future.

4.1 Impact Analysis

Projects evaluated in the cumulative impact analysis were identified through a review of public documents, information gained from the IICEP, and coordination with local agencies. The number of new development activities within the NCR area is generally high, and no cumulative impacts related to stormwater, transportation systems, and sustainability objectives have been identified as a part of the Proposed Action.

The 2007 BRAC EA assessed cumulative impacts resulting from BRAC-related projects (increased personnel, transportation system improvements, conversion of MGMC from a hospital to outpatient care facility, addition of Air National Guard Headquarters to Andrews). The IDEA and General Plan EA analyzed future development plans, demolition projects, and other activities on Andrews. Cumulative impacts from these projects were found to be minimal to most resource areas. The Proposed Action comprises a small portion of the current and planned development activities at Andrews and within the NCR, and would have negligible beneficial cumulative impacts on the resources at Andrews.

The proposed construction and demolition projects associated with the Proposed Action and those actions listed in Table 4-1 would result in some temporary interruption of utility services and minor hindrance of transportation and circulation during construction activities. These impacts would be temporary, occurring only for the duration of the construction period. Table 4-1 summarizes potential cumulative effects on resources from the Proposed Action when combined with other past, present, and future activities. Long-term direct minor beneficial effects on safety, energy efficiencies, and stormwater and other infrastructure would be expected from the construction of new facilities and demolition of existing facilities on the installation.

4.2 Compatibility of the Proposed Action and Alternatives with the Objectives of Federal, Regional, State, and Local Land Use Plans, Policies, and Controls

Impacts on the ground surface as a result of the Proposed Action would occur entirely within the boundaries of Andrews. Construction of the Proposed Action would not result in a significant or incompatible land use change on the base. The Proposed Action would not conflict with any applicable on or off-base land use ordinances or designated clear zones.

4.3 Irreversible and Irretrievable Commitments of Resources

The irreversible environmental changes that would result from implementation of the Proposed Action involve the consumption of material resources, energy resources, land, biological habitat, and human resources. The use of these resources is considered to be permanent. Irreversible and irretrievable resource commitments are related to the use of nonrenewable resources and the effects that use of these resources would have on future generations. Irreversible effects primarily result from use or destruction of a specific resource that cannot be replaced within a reasonable time frame (e.g., energy and minerals).

Table 4-1. Cumulative Effects of the Proposed Action to Resources at Andrews

Resource	Current Activities	Proposed Action	Future Actions	Cumulative Effects
Cultural Resources	Construction of Andrews and development of the surrounding land has disturbed much of the area's soils, with the result that the integrity of many archaeological sites within the base and surrounding area has been affected.	Proposed demolition of two buildings older than 50 years. Section 106 Consultation concurred that there would be no significant impact to cultural resources on the base.	Future construction and base redevelopment might impact cultural resources. Consultation with state historic agencies would occur prior to implementation of any activities.	None.
Water Resources-Stormwater	Stormwater discharge to eight major storm drain outfalls within permitted limits.	Decreased impervious surface and potential for reduced quantities of runoff.	Potentially increased amount of impervious surfaces. Adherence to state guidance would minimize potential impacts.	Minimal potentially beneficial.
Infrastructure-Transportation Systems	Traffic flow, vehicular, pedestrian, and public transportation needs improvement.	Minor temporary disruptions to transportation and circulation from construction and demolition activities.	Temporary disruptions to transportation and circulation. Promotion of alternative uses of transportation (bicycles, on-base shuttle, and high fuel efficiency vehicles) should lower greenhouse gas emissions and improve circulation.	Minimal.
Sustainability	Many out-dated energy inefficient buildings.	Construction and modifications would use sustainable design concepts. Adhere to EISA 2007 and EO 13423 and 13514.	Incorporate sustainable building and greenhouse gas reducing concepts when possible.	Long-term, beneficial.

All of the land proposed to be utilized has been developed in the past. Irretrievable impacts would occur as a result of construction, facility operation, and maintenance activities. The irretrievable loss of energy, labor, materials, and funds associated with implementation of the Proposed Action would be

inconsequential to the amount of these resources currently available and being used in other areas around Andrews. None of the materials that would be consumed are in short supply, would not limit other unrelated construction activities, and would not be considered significant. Sustainable materials would be used whenever possible. The Proposed Action would result in a decrease of impervious surfaces and increased green spaces.

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5. Preparers

This EA has been prepared under the direction of Joint Base Andrews-Naval Air Facility Washington by Booz Allen Hamilton. The individuals who contributed to the preparation of this document are listed below.

Sari Atchue
B.S., Environmental Science
Years of Experience: 2

Kurt Buchholz
M.S., Ecology/Marine Science
B.S., Marine Science/Biology
Years of Experience: 28

Amy Lovelady
B.A. Geography, Edinboro University of Pennsylvania
Years of Experience: 14

Rafael Olivieri
Ph.D. Biology
M.S., Marine Sciences
B.S., Biology
Years of Experience: 21

Rachel Schneider
M.S., Environmental Science and Engineering
B.A., Chemistry
Years of Experience: 9

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6. References

- AAFB 2010 General Plan Update, Joint Base Andrews-NAF, Washington, Maryland. January 2010.
- AAFB 2011 General Plan Environmental Assessment for Joint Base Andrews-Navy Air Facility Washington, Maryland. DRAFT. February 2011. Prepared for: US Air Force Center for Engineering and the Environment.
- BRAC 2007 Final Environmental Assessment for FY07-11 BRAC Construction Requirements at Andrews Air Force Base, Maryland. September 2007. Prepared for: US Air Force Center for Engineering and the Environment.
- IDEA 2008 Installation Development Environmental Assessment at Andrews Air Force Base, Maryland. February 2008. Headquarters Air Mobility Command.
- Schuler 2011 Electronic communication to Ms. Laura Schuler, 779 MDSS/SGSL regarding the personnel numbers for the medical campus at Andrews. 11 April 2011.
- TMP 2009 *Transportation Management Plan*. Andrews Air Force Base, Maryland. September 2009.

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APPENDIX A

**PUBLIC INVOLVEMENT/INTERAGENCY AND INTERGOVERNMENTAL
COORDINATION FOR ENVIRONMENTAL PLANNING
CORRESPONDENCE LIST AND LETTER**



**DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 11TH WING (AFDW)
ANDREWS AIR FORCE BASE, MARYLAND 20762**

1 Mar 2011

MEMORANDUM FOR: SEE DISTRIBUTION

FROM: 11 CES/CEA
3466 North Carolina Avenue
Andrews AFB MD 20762-4803

SUBJECT: Description of Proposed Action and Site Map for the proposed Ambulatory Care Center at Joint Base Andrews-Naval Air Facility Washington, Maryland

1. Joint Base Andrews is preparing an Environmental Assessment (EA) for implementation of the proposed Ambulatory Care Center (ACC) at Joint Base Andrews-Naval Air Facility, Washington, MD (Andrews). Pursuant to the National Environmental Policy Act (NEPA) of 1969 (42 United States Code [USC] 4321-4347), Council on Environmental Quality (CEQ) Regulations for Implementing the Procedural Provisions of NEPA (40 Code of Federal Regulations [CFR] Sections 1500-1508), and 32 CFR Part 989, et seq., Andrews will prepare an EA that considers the potential consequences to human health and the natural environment. The EA will examine the effects of the proposed ACC update and will include analysis of the required no-action alternative.
2. In accordance with Executive Order 12372, Intergovernmental Review of Federal Programs, we invite your agency to comment on the Proposed Action described below and provide any relevant information about resources under your jurisdiction that may be present in the project area as indicated on the new site plan in the attachments.
3. Also enclosed is a copy of the distribution list for those federal, state, and local agencies to be contacted regarding this EA. If you consider any additional agencies should review and comment on this proposal, please feel free to include them in a re-distribution of this letter and the attached materials.
4. The Proposed Action consists of construction of a 3-story free-standing ACC including Medical Clinics, Ambulatory Treatment Areas, Emergency Department, Logistical Command, and other support spaces at Andrews. The ACC will be constructed in the parking lots to the north of the existing Malcolm Grow Medical Center (MGMC) on Andrews. If constructed, it will be built in accordance with applicable Executive Orders with the goal of being equivalent to US Green Building Council's Leadership in Energy and Environmental Design (LEED) Silver level.
5. Once construction of the new ACC is complete, the existing MGMC and its supporting outbuildings will be demolished. Under the No Action alternative, the ACC would not be built

and Andrews would be forced to have inadequate medical facility space, energy inefficient buildings, and would not meet the current mission. There would be no change from existing conditions at Andrews. Analysis of the No Action Alternative provides a benchmark against which decision-makers can compare the magnitude of the environmental effects from the Proposed Action.

6. Your assistance in providing information is greatly appreciated. Please provide written comments within 15 days from the date of this letter to Anne Hodges, 11 CES/CEAO, 3466 North Carolina Avenue, Andrews AFB, MD 20762 or send via e-mail to anne.hodges@afnrcr.af.mil. If you need further information, please contact Ms. Hodges at 301-981-1426.



BRIAN J. DOLAN, GS-14, USAF
Chief, Asset Management Flight

Attachments:

Vicinity Map and Site Plan (Existing & New)
DISTRIBUTION: (listed on next page)

DISTRIBUTION

Mr. Greg Golden
Environmental Review Unit
Maryland Department of Natural Resources
Tawes State Office Building B-3
580 Taylor Avenue
Annapolis, MD 21401

Mrs. Linda C. Janey, J.D.
Director, Maryland State Clearinghouse
Maryland Office of Planning, Room 1104
301 West Preston Street
Baltimore, MD 21201-2365

Ms. Brigid E. Kenney
Planning Director
Maryland Department of the Environment
Office of the Secretary
1800 Washington Blvd
Baltimore, MD 21230

Marie Halka
Deputy Director
Maryland Department of the Environment
SSA-Director's Office
1800 Washington Blvd.
Baltimore, MD 21230

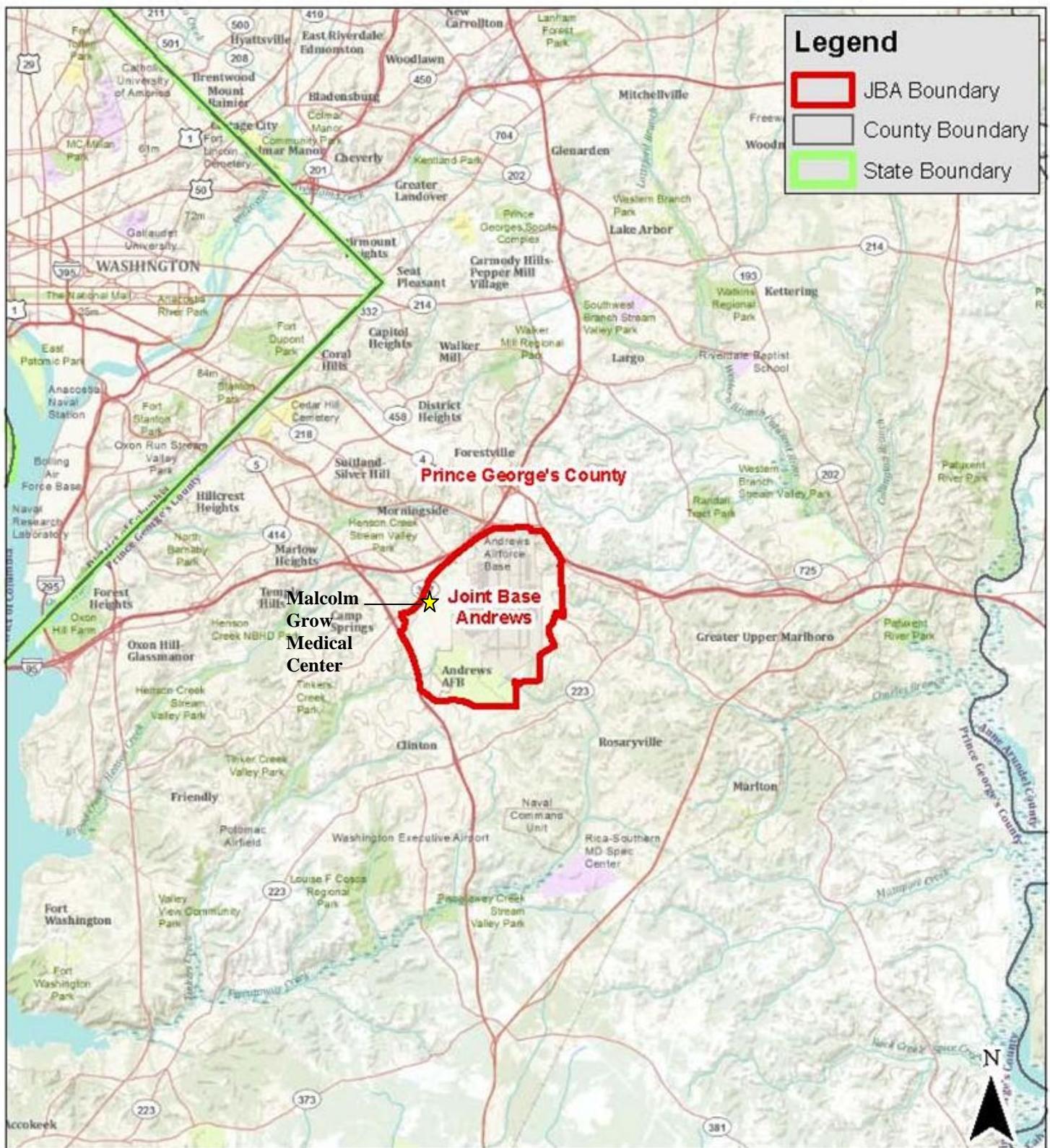
Mr. J. Rodney Little
Department of Housing and Community Development
Maryland Historical Trust
Office of Preservation Services
100 Community Place
Crownsville, Maryland 21032

Mr. Leopoldo Miranda
U.S. Fish & Wildlife Service
Chesapeake Bay Field Office
177 Admiral Cochrane Drive
Annapolis, MD 21401

Ms. Fern Piret
Director of Planning
Prince George's County Department of Planning
14741 Governor Oden Bowie Drive, Room 4150
Upper Marlboro, MD 20772

Ms. Barbara Rudnick
NEPA Team Leader, Office of Environmental Programs (3EA30)
U.S. Environmental Protection Agency, Region III
1650 Arch Street
Philadelphia, PA 19103-2029

Mr. David W. Levy
Director
National Capital Planning Commission
401 9th Street, NW
North Lobby, Suite 500
Washington, DC 20004



Joint Base Andrews Vicinity Map

Existing Site Plan



New Site Plan





DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 316TH WING (AFDW)
ANDREWS AIR FORCE BASE, MARYLAND 20762

4 December 2009

Sept. 14, 2010

Michael C. Mackiewicz
Natural and Cultural Resources Manager (CEAN)
316th Civil Engineer Squadron
3466 North Carolina Avenue
Andrews AFB MD 20762-4803

Mr. J. Rodney Little
Department of Housing and Community Development
Maryland Historical Trust
Office of Preservation Services
100 Community Place
Crownsville, Maryland 21032

Dear Mr. Little

The purpose of this letter is to consult with your office as required by Section 106 of the National Historic Preservation Act regarding the proposed replacement of the Ambulatory Surgery Center (ASC) and Dental Clinic at Andrews AFB in Prince George's County, Maryland. The implementation of this project will allow for necessary medical and dental support delivery of integrated care in the National Capital Region (NCR). The following actions are part of the proposed project: demolition of buildings 1050 and 1075.

Both buildings are over 50 years old. Building 1050 (over 30,000 GSF) was built in 1958 for an inpatient mission. Building 1075 was built in 1953 as an educational facility and was significantly modified over the years to a clinical function. The infrastructures of both buildings do not meet today's code and criteria, as a result, demolishing and replacing them with new healthcare facilities.

Andrews AFB has determined that the proposed construction project will have no effect on historic properties. No National Register eligible archaeological or architectural resources are present in the area of potential effect, and no historic architectural resources are located within the project's viewshed.

The Maryland Historical Trust has determined
that there are no historic properties affected by
this undertaking.

[Signature] Date 9/27/2010



201100823

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 11TH WING (AFDW)
ANDREWS AIR FORCE BASE, MARYLAND 20762

RECEIVED
MAR 02 2011

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BY: _____

MEMORANDUM FOR: SEE DISTRIBUTION

FROM: 11 CES/CEA
3466 North Carolina Avenue
Andrews AFB MD 20762-4803

SUBJECT: Description of Proposed Action and Site Map for the proposed Ambulatory Care Center at Joint Base Andrews-Naval Air Facility Washington, Maryland

1 Mar 2011
The Maryland Historical Trust has determined
that there are no historic properties affected by
this undertaking.

Beth Cole

3/21/11
Date

PR Co

1. Joint Base Andrews is preparing an Environmental Assessment (EA) for implementation of the proposed Ambulatory Care Center (ACC) at Joint Base Andrews-Naval Air Facility, Washington, MD (Andrews). Pursuant to the National Environmental Policy Act (NEPA) of 1969 (42 United States Code [USC] 4321-4347), Council on Environmental Quality (CEQ) Regulations for Implementing the Procedural Provisions of NEPA (40 Code of Federal Regulations [CFR] Sections 1500-1508), and 32 CFR Part 989, et seq., Andrews will prepare an EA that considers the potential consequences to human health and the natural environment. The EA will examine the effects of the proposed ACC update and will include analysis of the required no-action alternative.
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3. Also enclosed is a copy of the distribution list for those federal, state, and local agencies to be contacted regarding this EA. If you consider any additional agencies should review and comment on this proposal, please feel free to include them in a re-distribution of this letter and the attached materials.
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5. Once construction of the new ACC is complete, the existing MGMC and its supporting outbuildings will be demolished. Under the No Action alternative, the ACC would not be built

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rec'd 3/29/11
Postmarked
3/22/11
- J Hedges

and Andrews would be forced to have inadequate medical facility space, energy inefficient buildings, and would not meet the current mission. There would be no change from existing conditions at Andrews. Analysis of the No Action Alternative provides a benchmark against which decision-makers can compare the magnitude of the environmental effects from the Proposed Action.

6. Your assistance in providing information is greatly appreciated. Please provide written comments within 15 days from the date of this letter to Anne Hodges, 11 CES/CEAO, 3466 North Carolina Avenue, Andrews AFB, MD 20762 or send via e-mail to anne.hodges@afmcr.af.mil. If you need further information, please contact Ms. Hodges at 301-981-1426.



BRIAN J. DOLAN, GS-14, USAF
Chief, Asset Management Flight

Attachments:

Vicinity Map and Site Plan (Existing & New)

DISTRIBUTION: (listed on next page)



MARYLAND DEPARTMENT OF THE ENVIRONMENT

1800 Washington Boulevard • Baltimore, Maryland 21230

410-537-3000 • 1-800-633-6101 • <http://www.mde.state.md.us>

Martin O'Malley
Governor

Robert M. Summers, Ph.D
Acting Secretary

Anthony G. Brown
Lieutenant Governor

March 29, 2011

Ms. Anne Hodges
U.S. Department of the Air Force
11CES/CEAO
3466 N. Carolina Avenue
Andrews AFB, MD 20762

RE: State Application Identifier: MD20110304-0113
Project: Scoping...Proposed Ambulatory Care Center at Joint Base Andrews

Dear Ms. Hodges:

Thank you for the opportunity to review the above referenced project. The document was circulated throughout the Maryland Department of the Environment (MDE) for review, and the following comments are offered for your consideration.

1. Any above ground or underground petroleum storage tanks that may be utilized must be installed and maintained in accordance with applicable State and federal laws and regulations. Contact the Oil Control Program at (410) 537-3442 for additional information.
2. Any solid waste including construction, demolition and land clearing debris, generated from the subject project, must be properly disposed of at a permitted solid waste acceptance facility, or recycled if possible. Contact the Solid Waste Program at (410) 537-3318 for additional information.
3. The Hazardous Waste Program should be contacted directly at (410) 537-3343 by those facilities which generate or propose to generate or handle hazardous wastes to ensure these activities are being conducted in compliance with applicable State and federal laws and regulations.

The enclosed information indicates that the project is generally consistent with our plans, programs and objectives contingent upon certain actions being taken as noted.



MARYLAND
DEPARTMENT OF
NATURAL RESOURCES

*Martin O'Malley, Governor
Anthony G. Brown, Lt. Governor
John R. Griffin, Secretary
Joseph P. Gill, Deputy Secretary*

ERU File # 11-MIS-119

24 March 2011

Ms. Ann Hodges, 11 CES/CEAO
3466 North Carolina Ave.
Andrews Air Force Base, Maryland 20762

Dear Ms. Hodges:

This letter is in response to your letter dated 1 March 2011 requesting relevant information about resources present on the proposed Ambulatory Care Center at Joint Base Andrews-Naval Air Facility, Washington, DC.

The Department has researched our database and did not identify any relevant information pertaining to resources on the proposed site. It should be noted that downstream of the proposed site, we have records of diverse, resident fish species and would recommend appropriate Best Management Practices to avoid impacts to these fishes. If you have any questions concerning these comments, please contact me at 410-260-8312.

Sincerely,

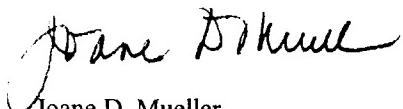
Robert Sadzinski
Environmental Review Unit

Received 3-30-11
postmarked 3-28-11
A Hodges

Ms. Anne Hodges
March 29, 2011
Page Two

Again, thank you for giving MDE the opportunity to review this project. If you have any questions or need additional information, please feel free to call me at (410) 537-4120.

Sincerely,



Joane D. Mueller
MDE Clearinghouse Coordinator
Office of Communications

Enclosure

cc: Bob Rosenbush, State Clearinghouse

Andrews Airforce Base Ambulatory Care Project

Maryland Department of the Environment - Science Services Administration

REVIEW FINDING: R2 Contingent Upon Certain Actions
(MD2011 0304-0113)

The following additional comments are intended to alert interested parties to issues regarding water quality standards. The comments address:

A. Water Quality Impairments: Section 303(d) of the federal Clean Water Act requires the State to identify impaired waters and establish Total Maximum Daily Loads (TMDLs) for the substances causing the impairments. A TMDL is the maximum amount of a substance that can be assimilated by a waterbody such that it still meets water quality standards.

Planners should be aware of existing water quality impairments identified on Maryland's 303(d) list. The Project is situated in the Piscataway Creek watershed, identified by the MD 8-digit code 02140203 which is currently impaired by several substances and subject to regulations regarding the Clean Water Act.

Planners may find a list of nearby impaired waters by entering the 8-digit basin code into an on-line database linked to the following URL:
<http://www.mde.state.md.us/programs/Water/TMDL/Integrated303dReports/Pages/303d.aspx>.

This list is updated every even calendar year. Planners should review this list periodically to help ensure that local decisions consider water quality protection and restoration needs. **Briefly, the current impairments that are relevant to the Project include the following:**

Piscataway Creek (02140203):

Nutrients:	Tidal. A TMDL is pending development.
Sediments:	Tidal. A TMDL is pending development.
Bacteria:	Non-tidal. A TMDL has been written and approved by EPA.
Biological:	Non-tidal. A TMDL is pending development.

B. TMDLs: Development and implementation of any Plan should take into account consistency with TMDLs developed for the impaired waterbodies referenced above. Decisions made prior to the development of a TMDL should strive to ensure no net increase of impairing substances. TMDLs are made available on an updated basis at the following web site:

<http://www.mde.state.md.us/programs/Water/TMDL/CurrentStatus/Pages/Programs/WaterPrograms/TMDL/Sumittals/index.aspx>

Special protections for high-quality waters in the local vicinity, which are identified pursuant to Maryland's anti-degradation policy;

C. Anti-degradation of Water Quality: Maryland requires special protections for waters of very high quality (Tier II waters). The policies and procedures that govern these special waters are commonly called "anti-degradation policies." This policy states that "proposed amendments to county plans or discharge permits for discharge to Tier II waters that will result in a new, or an increased, permitted annual discharge of pollutants and a potential impact to water quality, shall evaluate alternatives to eliminate or reduce discharges or impacts." These permitted annual discharges are not just traditional Point Sources, it can include all discharges such as Stormwater.

Piscataway Creek 1, which is located within the vicinity of the Project, has been designated as a Tier II stream. The Project is within the Catchment (watershed) of the segment. (See attached map) Please See ADDITIONAL COMMENTS regarding this issue.

Planners should be aware of legal obligations related to Tier II waters described in the Code of Maryland Regulations (COMAR) 26.08.02.04 with respect to current and future land use plans. Information on Tier II waters can be obtained online at: <http://www.dsd.state.md.us/comar/getfile.aspx?file=26.08.02.04.htm> and policy implementation procedures are located at <http://www.dsd.state.md.us/comar/getfile.aspx?file=26.08.02.04-1.htm>

Planners should also note that since the Code of Maryland Regulations is subject to periodic updates. A list of Tier II waters pending Departmental listing in COMAR can be found, with a discussion and maps for each county, at the following website:

<http://www.mde.state.md.us/programs/researchcenter/EnvironmentalData/Pages/researchcenter/data/waterqualitystandards/antidegradation/index.aspx>

ADDITIONAL COMMENTS

Chesapeake Bay TMDL

With the completion of the Chesapeake Bay TMDL, the Chesapeake Bay Program Office (CBPO) will be able to provide loading data at a more refined scale than in the past. MDE will be able to use the CBPO data to estimate pollution allocations at the jurisdictional level (which will include Federal Facilities) to provide allocations to the Facilities. These allocations, both

Wasteload (WLA) and Load Allocation (LA) could call for a reduction in both Point Sources and Nonpoint Sources.

Stormwater

The project should consider all Maryland Stormwater Management Controls. Site Designs should consider all Environmental Site Design to the Maximum Extent Practicable and "Green Building" Alternatives. Designs that reduce impervious surface and BMPs that increase runoff infiltration are highly encouraged.

Further Information:

<http://www.mde.state.md.us/programs/Water/StormwaterManagementProgram/Pages/Programs/WaterPrograms/SedimentandStormwater/swm2007.aspx>

Environmental Site Design (Chapter 5):

<http://www.mde.state.md.us/programs/Water/StormwaterManagementProgram/MarylandStormwaterDesignManual/Documents/www.mde.state.md.us/assets/document/chapter5.pdf>

Redevelopment Regulations:

<http://www.dsd.state.md.us/comar/comarhtml/26/26.17.02.05.htm>

Antidegradation

Table 1: General Comments regarding Current Antidegradation Implementation Procedures.

For all development projects that do not implement a no-discharge alternative and therefore may adversely impact Tier II waters, MDE will require:	
1.	MDE approval of all design elements and practices required by mandatory implementation of Environmental Site Design (ESD) to the maximum extent practicable and applicable innovative development practices as currently required by COMAR 26.08.02.04-1(K)(2) and the 2007 Stormwater manual (see, http://www.mde.state.md.us/Programs/WaterPrograms/SedimentandStormwater/swm2007.asp). MDE is also recommending ESD be employed for projects that are individually of minimal impact to Tier II resources, to account for the total cumulative effects of each project. Current precedents for this requirement/recommendation can be found in Appendix 1 to these comments).
2.	Mandatory Riparian buffers determined in consideration of slope and soil type, with a minimum of 100 ft in all areas. Buffer requirements are based on similar requirements in the Critical Areas Program and the Chesapeake Bay Riparian Buffer/Reforestation Goals and other water quality objectives). Additional buffers beyond the minimum 100' will be required on sites with slopes greater than 5% and/or with poorly infiltrating soils. See Appendix 2 for guidance.
3.	Biological, chemical, and flow monitoring in the Tier II watershed by the applicant to determine remaining AC and any cumulative impacts of current and future developments for larger projects and/or in watersheds with little remaining forest buffering/AC.
Where 1 and 2 above cannot be fully implemented:	Detailed hydrologic analysis to demonstrate assimilative capacity will be maintained. This may include maintenance of watershed-wide forest cover (generally, >=25%), a percentage based on Chesapeake Bay Forest Cover and Land Conservation Goals and the Forest Conservation Act, and analysis of current Tier II watershed data. If it is determined by MDE assimilative capacity still will not be maintained after the above analysis, an SEJ will be required.

Appendix 1

Anti-degradation 1-250
MARYLAND DEPARTMENT OF THE ENVIRONMENT
1800 Washington Boulevard • Baltimore MD 21230

MDE 410-537-3000 • 1-800-633-6101

Martin O'Malley
Governor

Shari T. Wilson
Secretary

Anthony G. Brown
Lieutenant Governor

Robert M. Summers, Ph.D.
Deputy Secretary

JUN - 8 2009

The Honorable Julia W. Gouge, President
Board of County Commissioners
Carroll County, Maryland
County Office Building
Room 304
225 North Center Street
Westminster MD 21157

Dear Commissioner Gouge:

The Maryland Department of the Environment (MDE) has completed a final review of the Fall 2009 Amendment Cycle (Cycle) to the 2007 Carroll County Water and Sewerage Plan. The Cycle consists of five amendments. Three amendments involve Hampstead. Amendments Nos. 10 (Summer Street/Taylor Street) & No. 32 (Crockett Property); and, the Hampstead Industrial Exchange, Solo Cup Lot 2, & IDA Property. For the other two amendments, one is for the Liberty Road Crossing Multi-Use water and wastewater systems – for a proposed business center near Taylorsville; and, the final amendment is for the New Windsor Agriculture Easement Properties.

During MDE's review of the Cycle, the Maryland Department of Planning (MDP) advised MDE that the Cycle is consistent with the Carroll County Comprehensive Plan (enclosed comments). You may recall that MDE had expressed water resource concerns for the three Hampstead amendments and for the Liberty Road Crossing amendment, and needed more time to complete a review of these four amendments. The review period, set to expire on March 10, 2009, was extended until June 8, 2009. The amendment for the New Windsor Agriculture Easement Properties was approved by MDE in my enclosed March 3, 2009 letter to you.

For the three Hampstead amendments, MDE's Water Supply Program (WSP) is concerned that proposed growth may exceed the Town's water supply capacity (enclosed comments). In an effort to assist Hampstead to strengthen its water supply, a new water appropriation permit has been issued by MDE. While this important action may be considered to be a short term benefit, concerns remain as to the viability of the water supply for future growth.

The Department requests that Hampstead prepare a water capacity management plan and forward it to the WSP for review by December 31, 2009. By copy of this letter, representatives of Hampstead are advised to contact the WSP by calling 410-537-3702. The Hampstead amendments are approved with the condition that water resource issues remain which may impact future growth.

The Honorable Julia W. Gouge
Page Two

For the Liberty Road Crossing amendment, MDE's Science Services Administration (SSA) has performed a screening analysis for potential impacts to the Tier II watershed above the Gillis Falls I Tier II segment. The SSA advises that their analysis indicates no probable impacts due to the size, location, and nature of the development relative to both the Tier II segment and the watershed's assimilative capacity. The SSA has determined that this project will not require further anti-degradation review.

The Department requests that the County implement environmental site design (ESD) to the maximum extent practicable for Liberty Road Crossing to minimize any potential water quality impacts associated with storm water runoff generated from impervious or other hard surfaces. Since the development is more than 150 meters from the closest stream channel, the Department has no current cause for concern regarding project impacts to riparian buffers. Implementing ESD now will help protect the watershed from any cumulative impacts associated with this and future development activities.

By copy of this letter, representatives of 2515 Liberty, LLC and the County may contact the SSA by calling 410-537-3572 to discuss the analysis, and, for specific questions regarding MDE's Sediment, Stormwater, and Dam Safety program (SSDS) and ESD, please call 410-537-3561. The Liberty Road Crossing amendment is approved.

This action completes MDE's review of the Cycle, as required by Section 9-507 of the Environment Article of the Annotated Code of Maryland. If you need further assistance on these matters, please contact Virginia F. Kearney, Deputy Director at 410-537-3512, toll-free at 800-633-6101 or by e-mail at vkearney@mde.state.md.us.

Sincerely,

Virginia F. Kearney/tfr
Jay Sakai, Director
Water Management Administration

Enclosures

Appendix 2

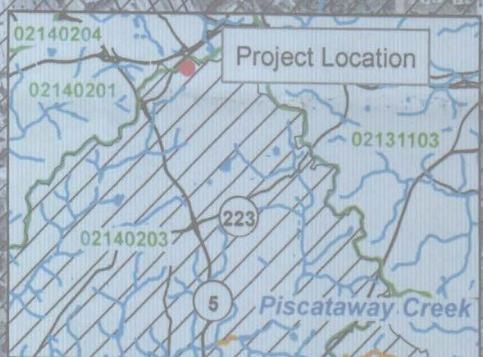
Table 1: Maryland riparian buffering requirements in Tier II watersheds developed from modified USDA Forest Service recommendations*.

Adjusted Average Optimal Buffer Width Key for HQ Waters (minimum width 100 feet)				
Soils	Slopes			
	0-5%	5-15%	15-25%	>25%
ab	100	130	160	190
c	120	150	180	210
d	140	170	200	230

*Johnson, C. W. and Buffler, S. 2008. Riparian buffer design guidelines for water quality and wildlife habitat functions on agricultural landscapes in the Intermountain West, Gen. Tech. Rep. RMRS-GTR-203. Fort Collins, CO: U.S. Department of Agriculture, Forest Service, Rocky Mountain Research Station. Also Available at http://www.fs.fed.us/rm/pubs/rmrs_gtr203.pdf.

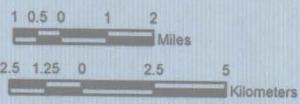
Ambulatory Care on Andrews Airforce Base MD2011 0304-0113

Project Location



Legend

- Streams
- MD High Quality Waters
- Major Roads
- 8-digit Watershed
- County Line



Data Sources:

- Streams - State Highway Administration
- Major Roads - State Highway Administration
- Watersheds: 8-digit - MD Dept. of the Environment
- Municipal Boundaries - State Highway Administration





**DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 11TH WING (AFDW)
ANDREWS AIR FORCE BASE, MARYLAND 20762**

12 Apr 2011

Mr. Brian Dolan
3466 North Carolina Ave
Andrews AFB MD 20762-4803

Mr. Michael Weil
National Capital Planning Commission
401 9th Street, NW
North Lobby, Suite 500
Washington DC 20004

**SUBJECT: Annotated Comment Matrix for the Description of Proposed Action and
Alternatives for the proposed Ambulatory Care Center at Joint Base Andrews-
Naval Air Facility Washington, Maryland**

Dear Mr. Weil

Please find the attached response to comments on the Description of Proposed Action and Alternatives (DOPAA) for the proposed Ambulatory Care Center at Joint Base Andrews-Naval Air Facility Washington, MD.

We appreciate the time you invested to read and comment on the DOPAA and hope that we fully addressed your questions and comments. If you have any questions or require additional information, please contact Ms. Anne Hodges at 301-981-1426, or via e-mail at anne.hodges@afnrcr.af.mil.

Sincerely

BRIAN J. DOLAN, GS-14
Chief, Asset Management Flight

Attachment:
Response to NCPC Comments on the DOPAA for the ACC at Andrews

<p style="text-align: center;">Comment Response Matrix</p> <p style="text-align: center;">Description of the Proposed Action and Alternatives (DOPAA) for</p> <p style="text-align: center;">Proposed Ambulatory Care Center</p>				
#	Location		Comment	Response
	Page	Section		
1	GLOBAL COMMENT /NEW SUB-SECTION		<p>Add sub-section that describes and examines the project's compliance with EISA, Section 438. Incorporate related discussion throughout document as needed. Will the project be designed to accommodate a 24-hour, 95th% rainfall event on-site, or to restore the pre-development hydrologic condition of the site?</p>	<p>The Proposed Action's compliance with EISA and use of sustainability-based practices are addressed in Sections 3 and 4 of the Supplemental EA.</p> <p>Specific engineering design details will be provided later in the design phase.</p>
2	GLOBAL COMMENT /NEW SUB-SECTION		<p>Add sub-section that describes and examines the project's compliance with E.O. 13514. Incorporate related discussion throughout document as needed. Please address the following specific points:</p> <ul style="list-style-type: none"> a. Employ Integrated Design Principles b. Optimize Energy Performance c. Protect and Conserve Water d. Enhance Indoor Environmental Quality e. Reduce Environmental Impact of Materials 	<p>The Proposed Action's compliance with EO 13514 and other sustainability-based practices will be addressed in Sections 3 and 4 of the Supplemental EA.</p> <p>Specific engineering design details will be provided later in the design phase.</p>
3	GLOBAL COMMENT		<p>Reference the Supplemental Environmental Assessment (SEA) back to the 2007 BRAC EIS as much as possible since the 2007 EIS serves as the "foundation" document for this SEA.</p>	<p>This Supplemental EA is tiered from the 2008 Installation Development Environmental Assessment (IDEA). The IDEA is more recent and includes all development activities at Andrews for a five year period, not only those related to the 2005 BRAC law. The redevelopment of the medical campus at Andrews is consistent with the IDEA and the base 2008 Strategic Plan upon which the January 2010 General Plan was built.</p>
4	2-1	2.1	<p>Add explanation of why Building 1058 is retained as part of the proposed ACC building.</p>	<p>Building 1058 will be retained because it was constructed in 2004, is currently in good condition, and meets all anti-terrorism/force protection and security requirements.</p>

5	2-2	2.1	<p>“While the facility will be within the secure perimeter..., it will be part of the on-base shuttle system and will be within walking distance from medical facilities and on-base housing.” Include supporting map to depict the proposed ACC’s location compared to the nearby on-base housing, medical facilities, and the shuttle system referenced in the above sentence. Also, please show a “walking distance” circle around the ACC to show the areas of the base that will be located within walking distance of the ACC.</p>	<p>Figure 3-1 in the Supplemental EA shows the on-base shuttle system at Andrews. Discussion of the on-base shuttle system was moved to Section 3, Environmental Effects.</p> <p>The concept of the walking distance as a site planning tool will be utilized during the design phase.</p>
6	2-3	2.2.1	<p>Insert supporting map that shows the other locations that were considered for the ACC (and eliminated), in addition to the selected proposed location.</p>	<p>Section 2.2.1 of the Supplemental EA contains a written description of each eliminated location and rationale for their elimination. Figure 3-1 shows the proposed location of the ACC and the current medical campus.</p>
7			<p>NEW ACTION ALTERNATIVE: Add 1 additional “Action” alternative with: 1) structured parking located to the south of the new proposed ACC building rather than surface parking, 2) the proposed ACC building with a “green” roof, and 3) staff parking that is consistent with the 2004 Comprehensive Plan: Transportation Element ratio goal of 1:1.5-2.0.</p>	<p>Specific engineering design details will be provided in the design phase.</p> <p>1) Surface parking to the south of the proposed location allows more flexibility to expand in case of future medical wing mission changes than the construction of a parking facility.</p> <p>2) A green roof was considered as part of LEED. However, the client and project design team determined that the necessary LEED points will be generated elsewhere in the design.</p> <p>3) The parking/employee ratio design will be consistent with the 2004 Comprehensive Plan.</p>

8	2? / Transportation	<p>Include a detailed comparison, analysis, and discussion of the trip generation rates, trip distributions, and overall on-base and off-base traffic patterns related to the ACC as described in the SEA (outpatient, 9-5 hours of operation) and the existing, in-patient Malcolm Grow Medical Center.</p>	<p>The 2005 BRAC mission change, and its potential impacts to transportation, traffic, and parking were evaluated in the approved 2007 BRAC EA. Additionally, Andrews prepared a Transportation Management Plan (TMP) in 2009. The TMP assessed vehicular and pedestrian travel, parking conditions, and transit services, and identified transportation needs for the additional personnel associated with the 2005 BRAC law.</p> <p>The Proposed Action in this Supplemental EA is the redevelopment of the medical campus at Andrews. The number of employees and personnel is not anticipated to change from what they are currently at Andrews as an outpatient facility. Use of the ACC is limited to military beneficiaries to include active duty and retired service members, reserve component members on active duty under federal orders, and eligible military dependents.</p> <p>As an outpatient facility, the medical campus at Andrews will employ approximately 1145 people. Using Trip Generation, 8th Edition, by the Institute of Transportation Engineers (2008), Table 630, Clinic, at a military base (Table 501), the calculated daily number of weekday trips related to the proposed ACC would be 8,874. For a comparison of how that number relates to the BRAC law mission change figures, please see Section 4.7.2 of the approved 2007 BRAC EA.</p> <p>Please see Section 3 of the Supplemental EA for an assessment of environmental impacts from the Proposed Action to transportation. Minor, temporary disruptions are anticipated from the proposed construction and demolition activities. No impacts are anticipated from the ACC once it has been built and all associated construction and demolition is complete.</p>
9	2? / Transportation	<p>Provide numbers of proposed parking spaces by category – i.e. staff, short-term visitor, long-term visitor, etc. The specific number of proposed staff spaces is necessary to determine whether or not the project is consistent with the 2004 Comprehensive Plan ratio goal of 1 space for every 1.5-2.0 employees.</p>	<p>Please see response to comments 7 & 8.</p>

Reviewer: Michael Weil, Urban Planner, NCPC, (202) 482-7253, Michael.weil@ncpc.gov, 9 March 2011

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4/29/11

This is to certify that the annexed advertisement of NOTICE OF AVAILABILITY OF DRAFT SUPPLEMENTAL ENVIRONMENTAL ASSESSMENT was published in the Upper Marlboro, Clinton & Fort Washington Gazette newspapers, a weekly newspaper, published in Prince George's County, Maryland. The Ad appeared once a week for one week, before 4/15/11.

Copy of Ad Attached

Ad Order Number

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Publication Date(s)

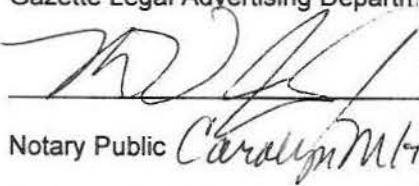
4/14/11

**Notice of Availability
Draft Supplemental Environmental Assessment and
Finding of No Significant Impact for
Joint Base Andrews-Naval Air Facility Washington, Maryland**

The Air Force District of Washington (AFDW) and the 11 WG, announce the availability of and invite public comments on the Draft Supplemental Environmental Assessment (EA) and Finding of No Significant Impact (FONSI) for the Ambulatory Care Center (ACC) at Joint Base Andrews-Naval Air Facility, Washington, Maryland. The Draft EA and FONSI have been prepared pursuant to NEPA, 42 U.S.C. 4321 et seq, and CEQ regulations at 40 CFR Parts 1500-1508.

Under the Proposed Action, Andrews will redevelop the medical campus by constructing a 3-story free-standing ACC to replace the existing out-dated facilities. The analysis contained in the Supplemental EA considered potential environmental consequences of the Proposed Action on the following resource areas: water resources; infrastructure; cultural, historical, and sustainability. The Supplemental EA shows that the Proposed Action would not significantly impact the environment and supports a FONSI. Consequently, an Environmental Impact Statement is not needed for the Proposed Action.

Gazette Legal Advertising Department


Notary Public *Carolyn M. H.*

My Commission Expires: January 1

Copies of the Draft EA and FONSI are available for review until 29 April 2011 at the Upper Marlboro Branch Library of the Prince George's County Memorial Library System at 14730 Main St., Upper Marlboro, MD 20772, Joint Base Andrews Library at 1642 Brookley Ave. and D St., Andrews AFB, MD 20762, and online at (<http://www.andrews.af.mil/library/environmental/index.asp>). Please send written comments to Ms. Anne Hodges, 11 CES/CEAO, 3466 North Carolina Avenue, Andrews AFB, MD 20762-4803.



JOINT BASE ANDREWS ENVIRONMENTAL ASSESSMENT AND FINDING

The Air Force District of Washington and the 11th Wing, announce the availability of, and invite public comments, on the Draft Supplemental Environmental Assessment (EA) and Finding of No Significant Impact (FONSI) for the Ambulatory Care Center (ACC) at Joint Base Andrews.

Under the Proposed Action, Joint Base Andrews will redevelop the medical campus by constructing a three-story, free-standing ACC to replace the existing, outdated facilities.

The analysis contained in the Supplemental EA considered potential environmental consequences of the Proposed Action on the following resource areas: water resources, infrastructure, cultural, historical, and sustainability. The Supplemental EA shows that the Proposed Action would not significantly impact the environment and supports a FONSI. Consequently, an Environmental Impact Statement is not needed for the Proposed Action.

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Copies are available online at www.andrews.af.mil/library/environmental/index.asp.

Send written comments to Ms. Anne Hedges, 11th Civil Engineer Squadron, 3466 North Carolina Ave., Joint Base Andrews, Md., 20762-4803.

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Joint Base Andrews Environmental Assessment and Finding

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The Air Force District of Washington and the 11th Wing, announce the availability of, and invite public comments, on the Draft Supplemental Environmental Assessment (EA) and Finding of No Significant Impact (FONSI) for the Ambulatory Care Center (ACC) at Joint Base Andrews.

Under the Proposed Action, Joint Base Andrews will redevelop the medical campus by constructing a three-story, free-standing ACC to replace the existing, outdated facilities.

The analysis contained in the Supplemental EA considered potential environmental consequences of the Proposed Action on the following resource areas: water resources; infrastructure; cultural, historical, and sustainability. The Supplemental EA shows that the Proposed Action would not significantly impact the environment and supports a FONSI. Consequently, an Environmental Impact Statement is not needed for the Proposed Action.

Copies of the Draft EA and FONSI are available for review until April 29 at the Upper Marlboro Branch Library of the Prince George's County Memorial Library System, 14730 Main St., Upper Marlboro, Md., 20772. Other copies are available at the Joint Base Andrews Library, 1642 Brookley Ave. and D St., Joint Base Andrews, Md., 20762.

Additional copies are available online at <http://www.andrews.af.mil/library/environmental/index.asp>.

Send written comments to Ms. Anne Hodges, 11th Civil Engineer Squadron, 3466 North Carolina Ave., Joint Base Andrews, Md., 20762-4803.



**DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 11TH WING (AFDW)
ANDREWS AIR FORCE BASE, MARYLAND 20762**

13 Apr 2011

MEMORANDUM FOR: SEE DISTRIBUTION

FROM: 11 CES/CEA
3466 North Carolina Avenue
Andrews AFB MD 20762-4803

SUBJECT: Draft Supplemental Environmental Assessment and Finding of No Significant Impact (FONSI) for the proposed Ambulatory Care Center at Joint Base Andrews-Naval Air Facility Washington, Maryland

1. Joint Base Andrews has prepared a Supplemental Environmental Assessment (SEA) and Finding of No Significant Impact (FONSI) for the proposed Ambulatory Care Center (ACC) at Joint Base Andrews-Naval Air Facility, Washington, MD (Andrews). The Draft SEA and FONSI have been prepared pursuant to the National Environmental Policy Act (NEPA) of 1969 (42 United States Code [USC] 4321-4347), Council on Environmental Quality (CEQ) Regulations for Implementing the Procedural Provisions of NEPA (40 Code of Federal Regulations [CFR] Sections 1500-1508).
2. The purpose of the Proposed Action is to support the current and future demand of health services within the National Capital Region (NCR). Current medical facilities at Malcolm Grow Medical Center (MGMC) cannot support delivery of integrated care to meet the needs of all eligible beneficiaries in the NCR, nor can the MGMC serve as a military portal for patients arriving in the NCR from both within the United States and overseas. This SEA is tiered to the approved *Installation Development Environmental Assessment at Andrews Air Force Base, Maryland, February 2008*.
3. The SEA considers the potential environmental consequences to human health and the natural environment and examines the effects of the proposed ACC update, including the required No Action Alternative. Under the Proposed Action, Andrews would redevelop the medical campus by constructing a consolidated ACC to replace existing, out-dated facilities. The proposed redevelopment of the medical campus would not change the number of personnel, nature of medical operations, or usage patterns at Andrews.

4. In accordance with Executive Order 12372, Intergovernmental Review of Federal Programs, we request your review of the Draft SEA and FONSI for the proposed ACC. The documents are available for review and comment until 29 April 2011 and may be found online at (<http://www.andrews.af.mil/library/environmental/index.asp>). Please send written comments to Ms. Anne Hodges, 11 CES/CEO, 3466 North Carolina Avenue, Andrews AFB, MD 20762-4803, or email to anne.hodges@afnrcr.af.mil. If you need further information, please contact Ms. Hodges at 301-981-1426.



BRIAN J. DOLAN, GS-14, USAF
Chief, Asset Management Flight

DISTRIBUTION:

Mr. Greg Golden
Environmental Review Unit
Maryland Department of Natural Resources
Tawes State Office Building B-3
580 Taylor Avenue
Annapolis, MD 21401

Mrs. Linda C. Janey, J.D.
Director, Maryland State Clearinghouse
Maryland Office of Planning, Room 1104
301 West Preston Street
Baltimore, MD 21201-2365

Ms. Brigid E. Kenney
Planning Director
Maryland Department of the Environment
Office of the Secretary
1800 Washington Blvd
Baltimore, MD 21230

Marie Halka
Deputy Director
Maryland Department of the Environment
SSA-Director's Office
1800 Washington Blvd.
Baltimore, MD 21230

Mr. J. Rodney Little
Department of Housing and Community Development
Maryland Historical Trust
Office of Preservation Services
100 Community Place
Crownsville, Maryland 21032

Mr. Leopoldo Miranda
U.S. Fish & Wildlife Service
Chesapeake Bay Field Office
177 Admiral Cochrane Drive
Annapolis, MD 21401

Ms. Fern Piret
Director of Planning
Prince George's County Department of Planning
14741 Governor Oden Bowie Drive, Room 4150
Upper Marlboro, MD 20772

Ms. Barbara Rudnick
NEPA Team Leader, Office of Environmental Programs (3EA30)
U.S. Environmental Protection Agency, Region III
1650 Arch Street
Philadelphia, PA 19103-2029

Mr. David W. Levy
Director
National Capital Planning Commission
401 9th Street, NW
North Lobby, Suite 500
Washington, DC 20004



Maryland Department of Planning

Martin O'Malley
Governor

Anthony G. Brown
Lt. Governor

Richard Eberhart Hall
Secretary

Matthew J. Power
Deputy Secretary

April 14, 2011

Ms. Anne Hodges
Project Manager, Environmental Planning (NEPA/EIAP)
Joint Base Andrews-Naval Air Facility
11 CES/CEAO
3466 North Carolina Avenue
Andrews AFB, MD 20762-4803

STATE CLEARINGHOUSE REVIEW PROCESS

State Application Identifier: **MD20110414-0223**

Reply Due Date: 04/29/2011

Project Description: Draft Supplemental Environmental Assessment and Draft FONSI: Ambulatory Care Center and
Redevelopment of the Medical Campus: new construction, building renovation, and demolition of structures
(see MD20110304-0113)

Project Location: County of Prince George's

Clearinghouse Contact: Bob Rosenbush

Dear Ms. Hodges:

Thank you for submitting your project for intergovernmental review. Your participation in the Maryland Intergovernmental Review and Coordination (MIRC) process helps to ensure that your project will be consistent with the plans, programs, and objectives of State agencies and local governments.

We have forwarded your project to the following agencies and/or jurisdictions for their review and comments: the Maryland Departments of Natural Resources, Transportation, the Environment; the Maryland Military Department; the County of Prince George's; the Maryland-National Capital Park and Planning Commission in Prince George's County, the Metropolitan Washington Council of Governments; and the Maryland Department of Planning. A composite review and recommendation letter will be sent to you by the reply due date. Your project has been assigned a unique State Application Identifier that you should use on all documents and correspondence.

Please be assured that we will expeditiously process your project. The issues resolved through the MIRC process enhance the opportunities for project funding and minimize delays during project implementation.

If you need assistance or have questions, contact the State Clearinghouse staff noted above at 410-767-4490 or through e-mail at rosenbush@mdp.state.md.us. Thank you for your cooperation with the MIRC process.

Sincerely,

Linda C. Janey, J.D., Assistant Secretary
for Clearinghouse and Communications

LCJ:BR

cc: Beth Cole - MHT

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Maryland Department of Planning

Martin O'Malley
Governor

Anthony G. Brown
Lt. Governor

Richard Eberhart Hall
Secretary

Matthew J. Power
Deputy Secretary

May 6, 2011

Ms. Anne Hodges
Project Manager, Environmental Planning
Joint Base Andrews-Naval Air Facility
11 CES/CEAO
3466 North Carolina Avenue
Andrews AFB, MD 20762-4803

STATE CLEARINGHOUSE RECOMMENDATION

State Application Identifier: MD20110414-0223

Applicant: Joint Base Andrews-Naval Air Facility

Project Description: Draft Supplemental Environmental Assessment and Draft FONSI: Ambulatory Care Center and Redevelopment of the Medical Campus: new construction, building renovation, and demolition of structures

Project Location: Prince George's County

Approving Authority: U.S. Department of Defense

Recommendation: Consistent with Qualifying Comments and Contingent Upon Certain Actions

Dear Ms. Hodges:

In accordance with Presidential Executive Order 12372 and Code of Maryland Regulation 34.02.01.04-.06, the State Clearinghouse has coordinated the intergovernmental review of the referenced project. This letter constitutes the State process review and recommendation based upon comments received to date. This recommendation is valid for a period of three years from the date of this letter.

Review comments were requested from the Maryland Departments of Natural Resources, Transportation, the Environment, the Maryland Military Department, Prince George's County, the Maryland-National Capital Park and Planning Commission in Prince George's County, the Metropolitan Washington Council of Governments, and the Maryland Department of Planning, including the Maryland Historical Trust. As of this date, the Maryland Department of the Environment, and Prince George's County have not submitted comments. This recommendation is contingent upon the applicant considering and addressing any problems or conditions that may be identified by their review. Any comments received will be forwarded. The Maryland-National Capital Park and Planning Commission in Prince George's County had no comment.

The Maryland Departments of Natural Resources, and Transportation found this project to be generally consistent with their plans, programs, and objectives, but included certain qualifying comments summarized below. The Maryland Department of Natural Resources recommended the use of best management practices to avoid impacts to fish that are located downstream from the proposed site. See the attached letter.

The Maryland Department of Transportation stated that as far as can be determined as this time, the subject has no unacceptable impacts on plans, or programs.

Ms. Anne Hodges
May 6, 2011
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The Maryland Military Department; the Metropolitan Washington Council of Governments; and the Maryland Department of Planning, including the Maryland Historical Trust found this project to be consistent with their plans, programs, and objectives.

The Maryland Historical Trust has determined that the project will have "no effect" on historic properties.

Any statement of consideration given to the comments should be submitted to the approving authority, with a copy to the State Clearinghouse. The State Application Identifier Number must be placed on any correspondence pertaining to this project. The State Clearinghouse must be kept informed if the approving authority cannot accommodate the recommendation.

Please remember, you must comply with all applicable state and local laws and regulations. If you need assistance or have questions, contact the State Clearinghouse staff person noted above at 410-767-4490 or through e-mail at brosenbush@mdp.state.md.us. **Also please complete the attached form and return it to the State Clearinghouse as soon as the status of the project is known. Any substitutions of this form must include the State Application Identifier Number.** This will ensure that our files are complete.

Thank you for your cooperation with the MIRC process.

Sincerely,



Linda C. Janey, J.D., Assistant Secretary
for Clearinghouse and Communications

LCJ:BR

Enclosure

cc: Beth Cole - MHT
Joane Mueller - MDE
Joe Abe - DNR
Nichol Conley - MDOT

Lawrence Leone - MILT
Beverly Warfield - PGEO
Kate Fritz - M-NCPPCP

Greg Goodwin - MWCOG
Mike Paone - MDPL

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APPENDIX B

**TRIP GENERATION FROM 2005 BRAC-RELATED MISSION CHANGE AT MEDICAL
CAMPUS AT JOINT BASE ANDREWS-NAVAL AIR FACILITY WASHINGTON, MD**

APPENDIX B

TRIP GENERATION FROM 2005 BRAC-RELATED MISSION CHANGE AT MEDICAL CAMPUS AT JOINT BASE ANDREWS-NAVAL AIR FACILITY WASHINGTON, MD

Base Realignment and Closure (BRAC)-related impacts to traffic, parking, and transportation were evaluated in the approved September 2007 *Final Environmental Assessment for FY07-11 BRAC Construction Requirements at Andrews Air Force Base, Maryland* (2007 BRAC EA), which included the change in mission from the former in-patient hospital to an outpatient facility only. There would be approximately a 21% decrease in the annual number of weekday trips to and from the medical campus due to the reduction in personnel and mission change.

Table B-1. Annual Number of Weekday Trips to Medical Campus at Andrews

	MGMC as a clinic with small inpatient facility	No Action Alternative (MGMC as an outpatient facility only ¹)	Proposed Action (Redevelopment of Medical Campus & Construction of ACC)
Number of Personnel	1,451	1,145	1,145
Number of Trips/Person	7.75	7.75	7.75
Total Number of Weekday Trips	11,245	8,874	8,874
Percent Reduction in Weekday Trips	--	21%	21%

Source: Trip Generation, Institute of Transportation Engineers, Edition 8, 2008. Tables 610 (Hospital), 630 (Clinic), and 501 (Military Base).

¹For a comparison of how that number relates to the BRAC law mission change figures, please see Section 4.7.2 of the 2007 BRAC EA.

ACC: Ambulatory Care Center

MGMC: Malcolm Grow Medical Center